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SECURITY INFORMATION

# INFORMATION REPORT

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- This loop line starts approximately 200 m. north of the "Ragoeser Muehle" stop on the Prenzlau-Eberswalde line, and joins the Templin-Eberswalde line approximately 2.8 km. south of the Golzow railroad station. It is single track and laid for the most part on a sand embankment. The length of the line is 1.2 km. It is built for an axle weight of 16 metric tons. The line has been finished, and the junction with the Templin-Eberswalde line was completed on 30 August 1952. The Prenzlau-Eberswalde line junction is now under construction. The line is scheduled for completion on 1 October 1952 when it will be open for traffic. The travelling distance from Angermuende and Prenzlau to Templin will be reduced by about 5 km. by the new curve. It will also be possible to bypass the Britz railroad station where it is now necessary to maneuver into proper position the locomotives of trains from Templin to Prenzlau or from Prenzlau to Templin.

- The new track starts from a point on the Frankfurt/Oder-Eberswalde line immediately west of the road which runs from Prenzlau to Eberswalde, and swings to the south. It continues in a curve past the Eberswalde insane asylum, and then under the main line (see point 6 on sketch), and comes out on the Prenzlau-Eberswalde line about 1.8 km. north of the Eberswalde railroad station (see point 7 on sketch). This line has been in use since the beginning of 1952. It is single track, built for an axle weight of 16 metric tons, and is 2.3 km. long. Since the line was put into use before the sand foundation had time to settle, it is not possible for a normally loaded train travelling at a normal speed to use this line without running the risk of having the line sink. Therefore, the RBD Greifswald has issued an order that maximum speed on this stretch must not exceed 12 km. per hour. Only engineers of trains from the Eberswalde railroad station or engineers accompanied by engineers from the Eberswalde station have been given permission to use the line. This connecting curve reduces the travelling

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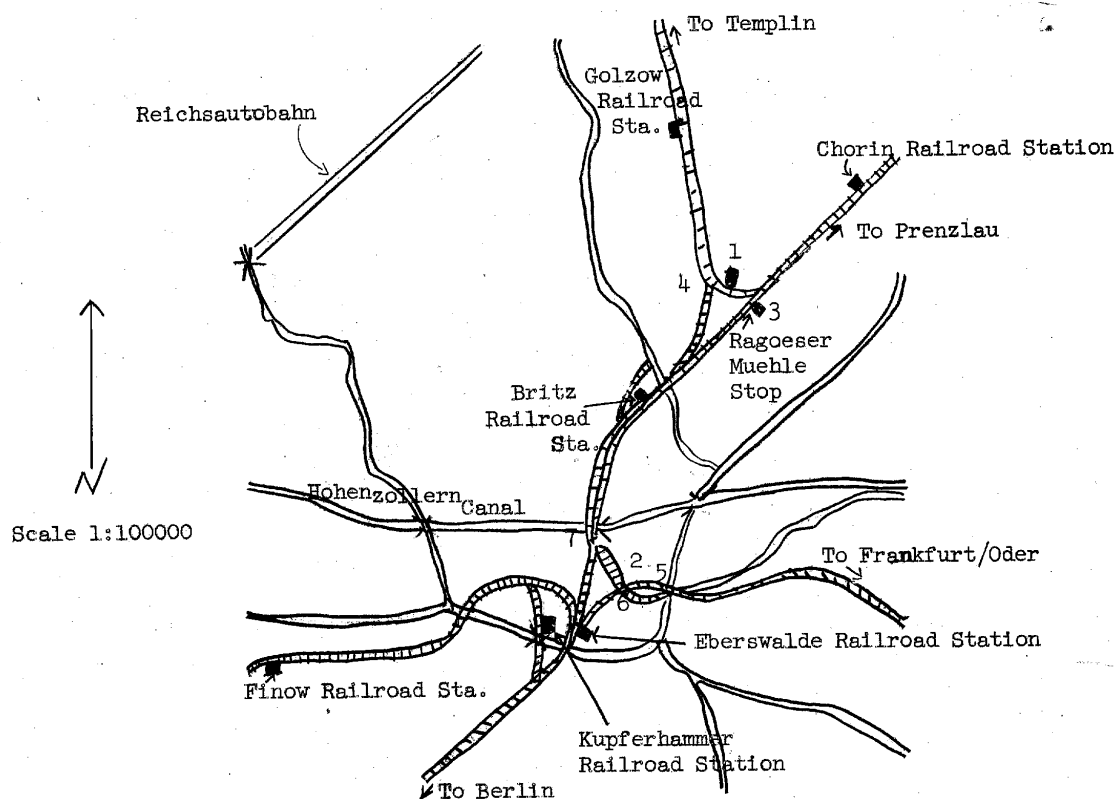
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distance from Frankfurt/Oder to Templin by 2 km. and eliminates the need for changing engines at the Eberswalde station.

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/ Attachment I

## Reichsautobahn



1. Connecting curve between the Prenzlau-Eberswalde and the Templin-Eberswalde lines.
2. Connecting curve between the Frankfurt/Oder-Eberswalde line and the Berlin-Eberswalde-Angermuende-Prenzlau line.
3. Junction of connecting curve (1 above) with the main Prenzlau-Eberswalde line.
4. Junction of connecting curve (1 above) with the main Templin-Eberswalde line.
5. Junction of connecting curve (2 above) with the main Frankfurt/Oder-Eberswalde line.
6. Bridge over the main Frankfurt/Oder-Eberswalde line under which the connecting curve passes (1 above).
7. Junction of the connecting curve (2 above) with the main Eberswalde-Prenzlau-Templin line.

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